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## SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule.....	10.80
B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark.....	10.80
C—WATSON'S ABELGLEN-LIVET, Red Capsule, with Name and Trade Mark.....	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule.....	14.40
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THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

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D is well known for its fine flavour.

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 NOUNCED BY LEADING LOCAL CONNOISSEURS  
 TO BE THE BEST BRAND IN THE HONGKONG  
 MARKET.

**A. S. WATSON & CO.**  
**LIMITED.**

THE HONGKONG DISPENSARY.

**BIRTH.**  
 On the 5th December, 1903, at the Peak, Hong-  
 kong, the wife of E. J. GALT, of a son.  
**DEATH.**  
 At the Peak Hospital, on the 5th December,  
 NICHOLAS BRILLIANT DENNIS, Ph.D., of Sand-  
 kan, B.N.E. District Judge and Protector of  
 Chinese, aged 62 years.

**The Daily Press.**  
 HONGKONG OFFICE: 14, DES VEAUX ROAD CL.  
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 6th, 1903

The position in China seems still to be drifting steadily from bad to worse. This is to be ascribed to several circumstances, not the least of which is the mistaken action of the foreign Powers, in which we are sorry to say Great Britain has been the worst offender. Our latest advices tell us of continually increasing disorder everywhere throughout the empire, and of the growing process of disruption within. It is apt to be forgotten that the movement of the Court to Hsian is not the outcome of mere chance, nor to be attributed entirely to the action of the Powers in the capture of Peking. More than a year ago the clique which the Dowager has selected as her advisers made no secret of their desire that the seat of government should be removed to that distant and inaccessible city; and the reason given was that thereby the Imperial Court would be removed from foreign pressure, and the reactionary party would have full scope to put in practice its intentions of ruling the state in its own peculiar manner. That such a course must of itself result in the break-up of the Empire was pointed out at the time, but of course, though warned in time, the Legations were above obtaining information or taking advice from any external sources outside their own Legations or the precincts of the Superintendent of Foreign Customs. That the Superintendent was really the worst informed organisation in China has been made clear by recent events, and by none more than the ignorance of any movement being on foot displayed by Sir ROBERT HARR himself, who of all residents in Peking was the most unconscious of danger to life or property; and the curious result of all this has been that it is to this source that the principal Powers in their

own ignorance have in this last hour of trouble found themselves applying for information and advice. This is, however, probably the least of the accumulating evils of the moment. It was pointed out at the time that this projected movement of the Court to the remote recesses of the Empire could have but one practical result, and that was the loosening of the reins of government, already well advanced by the growing weakness of the central power since the Taiping Rebellion. The recent insurrectionary movement in the Kwang provinces, temporarily scotched by the Provincial authorities, is only a solitary instance of what is going on throughout the Empire, and what has been distinctly advanced by the erroneous policy of the British Government. This by its mistaken, though we are willing to believe well intended, plan of reducing interference to a minimum, has really been fostering the elements of disorder. It is long since we pointed out the ill effects of permitting the Central and Southern provinces to be drained of their resources under our very eyes, in order to supply the demands of the reactionary of the capital. The provincial administrations, who would have been only too happy of the excuse that the despatch of men and funds was forbidden by England and Germany, were on the contrary given plainly to understand that they were not to look to the Powers in case they should incur the displeasure on the reactionary party; and in fact every step that a government sincerely anxious to advance the adherents of the Empress Dowager's clique could take, was taken under the influence of the advisers in whose hands the British Government had unwisely placed itself. The folly of this course is now becoming serious, and from all the provinces we hear the same complaints from the people of the presence of local terrorism, and from the officials of the absence of funds to keep within bounds the elements of disorder. Along the coast piracy is reviving, and the peaceful trading junk finds itself at the mercy of the robbers, who, if they do not plunder direct, levy exactions under the name of safe escort. Reports from the coast of Shantung and Kiangsu, as well as throughout the Chusan Islands, all confirm this position of affairs. On shore it is no better; Shantung, Kiangsu, Kiangsi and the Hukwang are all more or less in disorder. The news which we published yesterday morning from Shanghai reveals a most dangerous state of affairs at Tientsin once more. Even from Chekiang, one of the wealthiest as well as generally the most orderly of the whole of the eighteen provinces, we hear similar complaints. In the Ningpo and Chusan districts the peacefully disposed have to go about armed; and robbery and housebreaking, generally accompanied with violence, are of daily occurrence. Complaints made to the authorities meet with no success, as the officials complain that their treasuries are denuded, and they have no means to pay the troops, who take this way of making up for the absence of wages. The state of the Liang Kwang is known to our readers, and everywhere throughout the Empire the same tale of unrest and disquiet reaches our ears. Now, as we pointed out at the beginning, much of this disorder might have been avoided by the presence of a little common-sense. The great provincial officers were then on our side; but, our Government acting as it has under false and treacherous advice, there is too good reason to believe that their good feelings have been outraged, and that we may have to see with the return of spring the Empire in a blaze of insurrection from north to south. The blood of the Chinese general stagnates during the cold weather, and it requires the invigorating effects of the warmth of the early summer to thaw it sufficiently. Once in circulation, from their very numbers the mildest become dangerous. Even amongst the Chinese themselves after the occupation of Peking there was a returning feeling of confidence, but that is being everywhere succeeded by a returning appreciation of danger, and unless some policy be early decided on, we fear that events will drift still further into the open sea of disruption.

The net proceeds of the *al fresco* fete of the Society of St. Vincent de Paul last Sunday are estimated at about \$2,100. We are requested by the secretary to convey the thanks of the society to the public for their generous support.

The Robinson Piano Co. inform us that the Pollard Opera Company is due here on the 9th January. It will be remembered that they were expected here from Singapore this year, but owing to a change of plan the company went to Rangoon, where they have met with much success.

Messrs. Jardine, Matheson and Co., Agents at Hongkong for the C.M.S.N. Co., informed us yesterday evening that they were in receipt of the following telegram from the Agent of the China Mutual Steam Navigation Co., Ltd., Shanghai:—Referring to our telegram of 26th November, directors amended proposal, agreed to giving one new bonus Ordinary Share \$7 10s. fully paid shares bearing interest not exceeding 6 per cent. per annum for every share held by present holders.

The comments of the foreign newspapers on the Anglo-German Agreement make good reading, says the *Saturday Review*. Russian papers, according as the humour takes them, represent either England as the creature of Germany, or Germany as the creature of England, from the time when she supported the claim to pay the Soudan Expedition out of the funds of the Egyptian Exchequer, down to her unexpected refusal to fulfil the hopes raised by the Emperor William's telegram to ex-President Kruger. In France M. Méline's bitterness against the Government is shown in the *Republique* by an article representing the Agreement as the triumph of English diplomacy over the French disposition to establish a Franco-German entente, not of course, against Russia, but against England. According to this view the German Emperor has received "full liberty to satisfy his conquering ambition in China" on the terms of giving up Mr. Kruger. The two "Imperialisms," British and German, have for their programme war and annexations; a German China in Shantung; or Peking; an English China in the Yangtze Valley.

In anticipation of a renewal of the disturbances between the British and French sailors, strong patrols of police, blue-jackets, artillery, and Welsh Fusiliers were on duty on Tuesday night, when everything passed off quietly.

Two Japanese residents at Tientsin, named Iwanasa and Inoue, have been deported by the Japanese Consul, and are forbidden to return to China for two years from the 29th ult., the prohibition extending to all parts of China. The reason for this action by the Japanese Consul is not given in the vernacular papers. Mr. Inoue is stated to be the eldest son of Admiral Baron Inoue.

The Variety Party of H.M.S. *Astron*, by kind permission of the Captain and officers, will give a smoking concert at the Naval Canton Theatre to-day, the 8th December, commencing at 8 p.m. The proceeds will be devoted to the benefit of the friends of a deceased seaman, late of the *Astron*. The band of H.M.S. *Undaunted*, by kind permission of the officers of that ship, will be in attendance.

Transports and freight-steamer are still increasing the now vast quantities of commissariat stores landed at Shanghai for the British troops. The troopship *Willem*, No. 17, on the 24th ult. landed 310 baggage mules, also quantities of food stuffs and clothing, from Weihaiwei. On the 23rd ult. the troopship *Itawa*, No. 7, arrived from Weihaiwei with more army stores, and others are to follow.

The Committee of the British and Foreign Bible Society has unanimously resolved not to present any claim against the Chinese Government for compensation for losses sustained by the Society and its agents during the recent troubles in China. The Committee has arrived at this decision, believing that the supporters of the Society will come to its aid to make good all damage done to its property and the loss sustained by those in its service.

An American man-of-war sailor was before the U.S. Consul at Shanghai on a charge of assault committed in the bar-room of the Central Hotel. During the evidence the barkeeper stated the defendant had damaged property to the extent of five dollars. Mr. Goodnow, the Consul-General, after hearing the charge, said that as long as the hotel-keeper supplied the men with alcoholic drinks he must take the consequences of whatever happened afterwards. The charge would be dismissed.

The sudden death at Calcutta of Captain Moore, of the *Rasmore*, a vessel chartered by the B. I. Company, removes from the merchant shipping roll of the East one of the oldest and most respected master mariners of his time. Many years ago the deceased was running a local steamer on the China coast, and for some time past had been engaged in the Calcutta trade. A sad incident in connection with Captain Moore's death was the arrival at Colombo of Mrs. Moore, by the *Cochra* from London, to join her husband. The sad intelligence was broken to her by Messrs. Bots, Brothers & Co., and she left for Calcutta at once by the *Cochra*.

Mr. G. H. Grieshaber, who said he was an amateur photographer, was charged a few days ago before the police magistrate at Singapore with taking a photograph of Fort Siloso. There is a notice on the pier near the fort that people are not to approach within 3,000 yards of the fort for sketching purposes. The defendant said the notice-board was not visible from where he stood, and that he had no intention of photographing the fort. Amateurs, he said, did not take such pictures. Mr. Sells said that a magistrate had no choice but to fine the maximum penalty, if he fined at all, and imposed a fine of \$250. The defendant, however, might appeal. The photographing apparatus was confiscated.

The Chinese Minister at Washington delivered yesterday, writes the *Times* New York correspondent on the 2nd ult., an address on the fifth Founder's Day of the Carnegie Institute at Pittsburgh. An enormous audience listened to Mr. Wu's expression of formal regret for "the shocking disturbances in my country," and his treatise on the evils of war, of which the obvious moral was—remove troops from China. It is not necessary to censure too harshly the well-meaning tastes of the Carnegie Institute. It is sufficient to apply to their conduct the epithet which Matthew Arnold used to apply to those American publishers who pirated English books. Matthew Arnold did not like the word "piracy." He preferred to say that this course of action was "indicate." Perhaps Mr. Carnegie himself, whose name is used as a sort of shield for the Chinese, would go as far as Arnold.

The comments of the foreign newspapers on the Anglo-German Agreement make good reading, says the *Saturday Review*. Russian papers, according as the humour takes them, represent either England as the creature of Germany, or Germany as the creature of England, from the time when she supported the claim to pay the Soudan Expedition out of the funds of the Egyptian Exchequer, down to her unexpected refusal to fulfil the hopes raised by the Emperor William's telegram to ex-President Kruger. In France M. Méline's bitterness against the Government is shown in the *Republique* by an article representing the Agreement as the triumph of English diplomacy over the French disposition to establish a Franco-German entente, not of course, against Russia, but against England. According to this view the German Emperor has received "full liberty to satisfy his conquering ambition in China" on the terms of giving up Mr. Kruger. The two "Imperialisms," British and German, have for their programme war and annexations; a German China in Shantung; or Peking; an English China in the Yangtze Valley.

Captain Moseley, who has been appointed Deputy Consul-General for the United States of America in the Straits Settlements, is a brother of the late Dr. Moseley, who died at Yokohama on the 14th ult.

Subject to sanction by Government, the Calcutta Port Commissioners have accepted the tender of a Pittsburgh Company for nine locomotives, at \$1,378, delivered in Calcutta in six months. The lowest English quotations exceeded the American by \$285 or 23 per cent, in price, and by 50 per cent. in time.

The following item of news about Corea comes by a round-about way. According to a Yokohama despatch, dated September 23, to the *Politische Correspondent*, the new Korean Minister to the Japanese Court shortly after his arrival in Tokyo submitted to the Government a proposal of his Sovereign that Japan should support the neutralisation of Corea somewhat after the Belgian model. The attitude of the Japanese Press towards this suggestion, which had leaked out, showed at once that the Government was not in favour of it. It afterwards became known that the proposal had met with a decided refusal.

The Singapore Cricket Club is about to commence its Christmas tour. The teams to meet Penang and Penang will leave Singapore on Tuesday, the 18th December, arriving at Penang on the 20th. The first match will be against Penang, commencing on the 21st and lasting three days, and on the 24th a football match will be played. The same evening the Singapore teams will return to Penang, and on the 24th, 25th, and 26th the Penang C.C. will be met at cricket in a three days' match. On the 27th a football match will be played between the Singapore representatives and Penang, bringing nearly a fortnight's tour to a conclusion.

The following names have been assigned to the battleship, cruisers, and sloops included in this year's new shipbuilding programme at home, the orders for the construction of these vessels in the dockyards and private shipbuilding yards having been given:—Battleships—*Queen*, Devonport; *Prince of Wales*, Chatham; *Armoured Cruisers*—*Cornwall*, Pembroke; *Suffolk*, Portsmouth; *Berwick*, Beaulieu; and *Co.*, Cumberland; London and Glasgow Shipbuilding Company, Lancaster; *Armstrong*, Mitchell and Co.; Second-class Cruisers—*Challenger*, Chatham; *Encounter*, Devonport; Sloops—*Odin*, Sheerness; *Merlin*, Sheerness.

Appropos of the action taken by Messrs. Dodwell & Co., Ltd., in publicly calling attention to the exorbitant freightage charged for the carriage of tea from Ceylon to Australia by the mail steamer lines, and comparing these charges with the rates in force from Calcutta to Australia, a prominent Colombo merchant, interviewed by a representative of the *Ceylon Times*, said:—"The position of affairs up to date is that the mail steamer agents here feel that a mistake has been made, and are trying to induce their principals in Europe to revert to the B40 rate. In the meantime certain outside steamers are being brought into use, and are receiving a great deal of support. As an example, I may tell you that the *Tyregulus* and the *Adour* are both going this week, taking away to Australia something like three-quarters of a million pounds of tea at B40 per ton, which might otherwise have gone by the mail steamers. I trust that the Planter's Association will have something practical to suggest with a view to bringing pressure to bear upon the mail steamers. With regard to the rates of freight from Calcutta to Australia, they are at present one farthing per pound cheaper than the rates from Colombo, and I believe that if outside steamers would charge a more reasonable rate than B40—say B35—the exports from here to Australia would be doubled in the course of the next twelve months."

## LOCAL MOVEMENTS.

The British transport *Itawa* arrived yesterday from Shanghai.

The British transport *Wardha* left yesterday for Bombay.

The French cruiser *Desbarres* left for Foochow.

**BOXING EXHIBITION AT THE CITY HALL LAST NIGHT.**

**THE HEAVY-WEIGHT CHAMPIONSHIP OF THE EAST.**  
 Yesterday evening an exhibition of boxing arranged by the Lieutenant Commander of H.M.S. *Pigmy* and Mr. Downs, of the Kowloon Hotel, took place in the City Hall in the presence of a large audience. The event of the evening was a contest between Con Sheehan, of H.M.S. *Tamar*, and James Harvey, of H.M.S. *Pigmy*, for the heavy-weight championship of the East, for a purse and \$200 side stakes. Before this came off the audience were treated to a few exhibitions, Charles Wood, of H.M.S. *Otter*, meeting Ernest Wickett, of H.M.S. *Pigmy*; Daisy Watkins, of H.M.S. *Undaunted*, meeting Tim Bally, of the same ship; and Sergeant Notman, of the R.W.F. meeting Sergeant Davis, of the R.W.F. Mr. Walters was the referee in the side shows.

In the event of the evening Lieut. Commander Holden, of the *Handy*, acted as referee. Three rounds were used, and 20 rounds of three minutes each were arranged. The fight was one of the toughest witnessed in the colony for some time. The men were very evenly matched, and as round after round was fought it was difficult to say who would prove the victor. In the third round Sheehan was floored, Harvey going down immediately afterwards. Subsequently Harvey got in some good hits, and in the twelfth round he got his opponent up to the ropes and would undoubtedly have thrown him, but Sheehan, in order to save himself, committed a foul, grasping Harvey round the waist, and Harvey, who fought fairly throughout, was declared the victor. The affair was well worth watching.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE POSITION OF THE UNITED STATES.

London, 4th December, 9.10 p.m.

THE TRADE OF THE STATES.

The United States Treasury report announces that the grand total of imports and exports for the year is unprecedented and exceeded two billions of dollars. Manufacturers' materials formed a larger proportion of the imports than ever before; and the same is true also of manufactured goods exported. The exports are larger and more widely distributed than before.

MCKINLEY ON CHINA—THE COMPENSATION QUESTION.

President McKinley in his message reviews the China question and is disposed to seek compensation for past outrages partly from better security for foreign rights and the opening of China to the equal commerce of the world.

THE POLICY IN THE PHILIPPINES.

He defines the programme of the United States in the Philippines as the upbuilding of an enduring and self-administering community.

THE STANDING ARMY.

President McKinley asks for an increase of the army to 60,000 men, with a temporary authority for its maintenance at 100,000 men.

REUTER'S SERVICE.

LONDON, 3rd December.

MR. KRUGER'S VISIT TO GERMANY.

The German Minister at Luxembourg called on Mr. Kruger at Cologne and informed him that the Emperor regretted his arrangements prevented him from receiving him now. Mr. Kruger decided to go to Holland after a few days' rest. The Emperor's communication was in reply to a telegram from Mr. Kruger expressing sentiments of devotion and cordial sympathy. The French papers, which are furious, violently attack the Emperor's attitude towards the Boer cause. The *Cologne Gazette* says it would be a crime to leave Mr. Kruger a shred of hope and thus prolong a bloody and useless guerilla war.

THE TYPHOON RELIEF FUND.

We are requested to state that subscriptions to the fund in aid of the sufferers from the recent typhoon can be paid to the honorary treasurer or any other member of the committee appointed at the meeting held on Monday last, viz. Sir Thomas Jackson (hon. treasurer), the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), the Hon. C. P. O'Farrell, C.M.G. (Hon. J. J. Keavick, Mr. Fung Wah Chuen, Mr. He-Pook, and Mr. Lo Kun Ling. Subscriptions can also be paid at Lane and Crawford's, Kelly and Walsh's, Fullmer and Co., Guap's, the Hongkong Club, the Club Lusitanus, and the German Club.

DARING ESCAPE FROM AMERICAN TRANSPORT "GRANT."

HANDCUFFED PRISONERS JUMP OVERBOARD.

On Tuesday afternoon the American transport *Grant* arrived in Victoria Harbour from the Philippines to take the body of the late Paymaster, Barber, U.S. Navy, who died not long ago in Hongkong from typhoid fever, and whose body has been embalmed to the United States for burial. The transport had on board a large number of military prisoners, who were being conveyed to the States. During the evening eight of these prisoners, with sentences ranging from one to ten years, escaped in the most daring manner. Handcuffed, though they were, the men yet managed to crawl through the ventilator leading to their place of confinement, reaching the open air and comparative freedom. Having got so far, they broke the chains connecting their handcuffs, then secured ribbons and crawling down the anchor chains dropped into the water, without waiting to lighten themselves by casting off their clothing. The strange part of the whole affair is that the men appear to have been entirely unnoticed by the sentries, if sentries there were. They swam in the direction of Commissary Pier, just off which they were espied by the Chinese coxswain of the Commissary launch *Sublime*, who was the only man on board the vessel. He at once put out and picked the men up, and steamed for the jetty. On reaching the pier, and before the coxswain could take the necessary steps to prevent it, the eight men, probably now rendered desperate, sprang ashore from the launch, leaving their life-belts behind, and bolted up Queen's Road East, getting clear away. The police were at once communicated with, and active steps taken to effect the recapture of the men. One, we believe, has been secured, the handcuffs still on his wrists, but the others are still at liberty, although it is improbable that they will remain so for long.

Later we hear that another of the escaped men was arrested at Wanchai last evening, and has been detained at No. 2 Police Station pending instructions.

The *Grant* was to have sailed yesterday morning at 2.30, but her departure was delayed by the occurrence related above.

## SUPREME COURT.

Wednesday, 5th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TONG v. POON HUNG, SUEE AND ON BEHALF OF HIMSELF AND OTHERS THE PARTNERS IN THE YU SHENG SHING FIRM.

This is a claim of \$1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grant) appeared for the plaintiff and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendant.

Chan Yau Kai, continuing his evidence, said he knew the Po Cheung firm. It ceased to exist about ten years ago. It was a branch of the Yu Sheng Shing and had premises Honam, Canton. It was shut up because it did not pay. In the year 1896 the entire loss of the Po Cheungs was allowed for in the account and it was after this that the division of capital took place. The Po Cheung carried on business in tea.

In reply to Mr. Pollock, the witness said, did not know Chan Yu Tong was doing at Singapore. He had never heard that he had returned to Hongkong. He had never heard that he owed money in Hongkong. Chan Yu Tong left the Yu Sheng Shing firm to go to Singapore to look for employment. He told him he was going to Singapore in February 1898. (The books of the Yu Sheng Shing were kept by Chan Yu Tong when he was manager of the business—he had heard so. His father died about ten years ago. Poon Hung and Chan Yu were left in the business. Since his father's death he went to see Poon Hung and suggested that a new agreement should be made in the Yu Sheng Shing's business. Poon Hung said: "We are well acquainted with each other and we are honest men, and there is no need to enter into a fresh agreement," and no fresh agreement was entered into. He had never entered into partnership with the defendant Poon Hung. He had simply received his share of the profits as before. He first heard of borrowing of this \$1,500 from the plaintiff some time about the 23rd year—1897. He could not remember who told him, but he thought it was the plaintiff. Somebody else told him about it, but he could not remember who. Neither of these people told him that this money was handed over to Chan Yu Tong. He only heard that the plaintiff had lent it to him. He never heard it said until now that this \$1,500 was paid into Chan Yu Tong's hands. The plaintiff had never told him into whose hands he had paid the money. He had said he paid it into the shop. The plaintiff knew that Chan Yu Tong was his brother. The plaintiff knew him and his brother since they were boys. The Chief Justice asked Mr. Pollock if he had seen any of the balance-sheets produced before the hearing of the case.

Mr. Pollock said he had seen those for 1897 and 1898.

The Chief Justice—Because, unless you can overthrow them, they are very strong evidence. Mr. Pollock said that some of the items were incorrect. It would be quite sufficient for him to point out to the Court that as regarded some of the material items in the accounts they were not correct.

The Chief Justice—But you don't set up the position that it is a fabricated affair? Mr. Pollock—Yes, as regards certain items which I contend have not actually been fabricated for the purpose of this suit.

Evidently, having been given by the Court for the purpose of translations of certain documents, Mr. Francis said that this was the case for the plaintiff.

Mr. Pollock submitted in the first place on behalf of the defendant that there was no case for them to answer at all, because he would submit that there was no evidence before the Court that Chan Yu Tong was a partner in the Yu Sheng Shing firm or that he was a partner in the firm in 1897, when this money was alleged to have been borrowed. Taking alone the statement made by the plaintiff and his witness as correct, what was the legal position of Chan Yu Tong and his four brothers? He submitted that they would not be considered as partners by the rule of English law, and that therefore Chan Yu Tong would have no authority to borrow money on behalf of the firm even if he did so, and therefore, his borrowing of money would not bind the firm, even although he might profess to be borrowing the money on behalf of the firm. Of course his Lordship understood that he did not admit that the plaintiff's evidence was correct or that any money was borrowed. He was merely assuming for the moment that the evidence of the plaintiff and his witness was correct for the purpose of the legal argument which he was now presenting to the Court, and his point was that from the evidence of the plaintiff and his witness it was clear that in point of law Chan Yu Tong was not a partner and never had been a partner in the Yu Sheng Shing firm.

He submitted that all that had happened in the present case with regard to Chan Yu Tong and his brothers was that they had been simply receiving a portion of the profits as representatives of the firm. There was no agreement whatever as to partnership. In the absence of some agreement by the business as to the shares of profit to be made his witness had relied on in his behalf so as to make him liable for contracts entered into with outsiders. He would submit that a partnership was not constituted between the parties. With regard to the balance-sheet for 1897, he had a piece of evidence to produce which would, he thought, throw considerable light upon it. But of course he did not contend for one moment that certain items in the balance-sheet were not genuine. There were certain balances brought forward and no such thing corresponded with the balances of the previous year, and that was all right. They had no complaint to make with regard to them, but he thought he should be able to suggest to his Lordship that it was extremely probable that in some details this balance-sheet had been cooked.

The Chief Justice—You do not challenge the other two; only this one?

Mr. Pollock—It is only necessary for me to challenge this one.

The Chief Justice—But still you do not propose to challenge this one?

Mr. Pollock—No, I do not propose to discuss or argue about them. A man named Lam Lung, who was employed at the Yu Sheng Shing shop in 1897, and was probably employed there to-day, entered in a book the tea sales, which book would be produced. This book showed that the sales of tea for the year 1897 amounted in value to \$290 tons, whilst the balance-sheet only showed sales to the value of \$7,355, or \$1,905 tons.

The defendant corroborated the statement of his counsel.

The hearing was adjourned.



## POLICE COURT.

Wednesday, 5th November.

## BEFORE MR. KEMP.

## ASSAULTING A RICKSHA COOLIE.

An able seaman on H.M.S. *Undaunted* was charged with assaulting a vehicle driver on Tuesday night.

Complainant's evidence was to the effect that defendant engaged the ricksha at Blue Buildings and was driven to the New Victoria Hotel. Complainant asked the legal fare—five cents—but the only payment he received was a blow across the forehead from defendant's stick. Complainant called a constable and gave the man in charge.

Corroborative evidence was given by another ricksha coolie and by the Indian constable who made the arrest.

Defendant stated that he spent a part of the evening at the R.W.F. barracks at the Park, and came down by either the 6.30 or 7.0 train, he was not sure which. He proceeded straight to the Victoria Hotel, and was there till arrested.

The charge was found proven and the defendant fined \$10 or 14 days' hard labour, with 20 cents compensation to the coolie.

The fine was paid.

## SOLDIER CHARGED WITH ASSAULT.

A private in the Royal Welsh Fusiliers was brought up on remand charged with assaulting a street coolie on Monday.

The evidence adduced showed the assault to be a cowardly and wanton outrage. The defendant and another man, it appeared, according to the complainant's statement, were standing near the latter, when the defendant's companion asked him for a match. Complainant handed him a box, and when the man had finished he handed the matches to defendant, who also used them, but retained possession of the box. Complainant asked him to return it, and received a blow on the face from defendant's clenched fist that stretched him on the ground. The bystanders told him to follow defendant, who ran away, and he did so, ultimately meeting a constable and giving the man in charge.

The constable in question—a Sikh—deposed that he saw defendant running, followed by complainant. Witness arrested the soldier, who broke away and attempted to escape. Witness chased him for about fifty yards and re-arrested him. He was quite sure that defendant was the man, because he was in sight all the time.

A lance-corporal appeared for the defence. He said that defendant and he left the Central Hotel about eleven o'clock p.m. Outside, they saw a crowd of Chinamen, who were making a great noise. Several Europeans were just going off in rickshas. Witness and defendant waited on, and hearing the disturbance increasing, turned round to see what was the matter. An Indian constable just then came up, and complainant, stepping out from amongst the crowd, charged the defendant with assaulting him. Witness told the constable that there was a mistake, but defendant said he would go to the Police Station and see the matter through. Neither of them had asked a Chinaman for a match.

His Worship held that the charge had been sustained, and imposed a penalty of \$5 or 14 days' hard labour.

Defendant went to prison.

## SHORT WEIGHTS.

Chung Nam, a hawker, was charged on the information of Inspector Duncan with unlawfully having in his possession, on his stall, certain weights which were not in accordance with the standard weights of the colony.

Inspector Duncan stated that one of the weights was five per cent short and the other ten per cent. Chung Nam attempted to hide the latter weight. When he made the inspection witness found on the defendant's stall \$16, representing the day's takings. This was good business for a hawker.

Chung Nam will in future find it cheaper to comply with the law regulating weights and measures. He was fined \$40, with the alternative of two months' imprisonment. He took the alternative.

## BEFORE MR. HAZELAND.

## DOCTOR AND MUSICIAN.

Kwong Kwai Lum and U Shi Cho, the doctor and musician who are charged with dragging on The Pan, a merchant, and stealing from him \$1,250 and four sovereigns, and whose case was remanded from the last list, answered to their bail of \$1,200 each, and were again placed in the dock.

Mr. Reece is prosecuting, Mr. Mounsey, who, with Mr. Grist, appears for the defendants, continued his cross-examination of the complainant, The Pan.

The case finally was remanded until Friday first, at 2.15 p.m.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 6th December, at 4.15 p.m. ORDERS OF THE DAY.

1. Dr. Wm. Hartigan, pursuant to notice, will move—

"That the Government be requested to detail a subordinate officer to be specially instructed in the manner of recognising and dealing with anopheles pools, and that such officer be directed to report periodically to this Board the position and condition of these pools, and to carry out such orders as the Board may give for the purpose of lessening the prevalence of malarial fever in certain portions of this Colony."

2. Dr. Wm. Hartigan, pursuant to notice, will ask the following questions—

(a) Will the President lay before the Board plans of and reports on the new infectious hospital at Kennedytown, together with such other information thereon as may enable the Board to judge of its suitability for the purpose intended?

(b) Will the President furnish a short statement as to what has been done, or is in hand, regarding the proposed extension of the Western Market, and the proposed Market at Kowloon?

3. Reply from Government relative to the publication of the Kowloon Water Supply Scheme.

G. A. WOODCOCK.

Acting Secretary.

## AGENDA.

1. Minute by the Colonial Veterinary Surgeon relative to the outbreak of Foot and Mouth Disease at the Dairy Farm.

2. Correspondence relative to the quarters of the Inspector in charge of the Animal Depôts, Kennedytown.

3. Correspondence relative to the disposal of the carcasses of cattle and pigs.

4. Statement showing the number of Plague cases and deaths in Hongkong City, from 25th September, 1900, to 5th October, 1900.

5. Mortality Returns from Macao for the weeks ended November 18th and 25th, 1900.

6. Mortality Statistics for this Colony for the weeks ended November 17th and 24th, 1900.

7. One application for a licence to keep goats.

## BOWLING.

CLUB GERMANIA V. HONGKONG CLUB.  
The following are the grand total scores in the match played on Monday and Tuesday between the above-named clubs:

CLUB GERMANIA.	
A. Rombach	1617
E. Mirow	1357
A. Thiessen	1620
T. Wacker	1390
5894	
CLUB HONGKONG.	
T. Engel	1395
E. Wahsch	1488
J. Wahler	1490
W. O. C. Spatzkaver	1652
6025	
12009	

HONGKONG CLUB.	
F. Matland	1497
A. M. Marshall	1306
J. Hooper	1445
R. J. Gerrard	1538
5794	

K. W. Mounsey.	
Hon. A. M. Thompson	1349
Capt. W. Warren, R.A.	1388
H. Hill, R.W.F.	1489
5851	
11635	

## PRESIDENT'S BOWLS AT KOWLOON.

The Draw for the second round of the above Competition resulted as follows:

Main and Rutter, Ewing and Kinghorn, Bels and Wilson, Deas and Guy, Kylls and Galt, Lamont and Bichie, Andrews and Patric, Williams and Lambart, Marchie and S. Wilson, McKenna and Allan, Milroy and Jno. Henderson, Auld and Watson, Fockin and Rumball, McElin and Roberts, Jas. Henderson a bye.

## BRITISH TRADERS IN CHINA.

The Rev. Mr. Barclay of Ferness recently attended a conference on missionary work in China at the Bible Training Institute, Glasgow. He addressed those assembled on the "Religious Outlook in China," and is reported to have said that "the idea that a man might leave the Ten Commandments behind him at Sauch, and go out to China to sell rum or whisky, and generally ruin the character of the Chinese with whom he dealt, and have the full support of the British Empire behind him, while at the same time any man who went out for the purpose of establishing hospitals and spreading Christian literature, &c., would be left to the mercies of the Chinese, would be thought of as a madman in this country, or not, he thought, gain credence in this country, or even in Germany." This statement has evoked some correspondence in the columns of the *Scotsman*, the journal which reported the speech, and Mr. J. D. Munro, of Swatow, in a spirited communication has asked Mr. Barclay to name publicly the body of British merchants or traders to whom he therein refers. The latter in reply urges that he was speaking hypothetically of a state of things that did not for a moment exist, and he hoped, never would exist. To make it clear, he adduced two cases of what might occur in the future if the proposed legislation were carried into effect. One man might go out to China to do good and helpful work, as undoubtedly some missionaries do, and yet in so doing practically outlaw himself, whilst another man, though his life was immoral and his trade hurtful (as we believe the opium traffic to be), might still claim the protection of the Government. His line of remark, Mr. Barclay said, did not lead him to speak of the merchants of China generally, and he would be sorry if he had said anything which caused irritation. Mr. A. Currie, of Glasgow, in a letter to the *Glasgow Herald*, refers to Mr. Barclay's remarks, and says: "My experience has been that the men who go out to establish hospitals and spread Christian literature (and who might do more useful work at home in a similar direction) are less left to the mercies of the Chinese than the British merchant; and I have not found the British merchant or any other foreigner who could ruin the character of the Chinese by whisky or anything else. Statements like Mr. Barclay's are misleading and grossly unfair to men who have spent years in trading with the Chinese."

## DELAY IN NAVAL CONSTRUCTION.

The delay in the completion of the fourteen British warships now building at the Government and private yards is exercising the serious attention of those who follow the progress of naval construction, and it is expected that as the new Board of Admiralty has been formed strong representations will be made on the subject. The only preventive against a continuance of this delay seems to be the enforcement of fines for the non-fulfilment of contracts within the specified time. Hitherto the authorities have been very reluctant to take this extreme course, and the consequence is that the building programme is considerably in arrears. The Admiralty have also given an attentive ear to contractors who have failed to deliver material at the naval yards by the proper time, with the result that progress cannot be made with the new construction. The *Implacable*, at Devonport, is delayed by the non-delivery of her guns and mountings, and the *Albatross*, building at Chatham, was to have been launched in August. She will not now be ready for launching before December. In the meantime the two new battleships which form this year's programme will be delayed, and one of the new ships sanctioned by the last Parliament will only be nominally begun after the next Parliament meets. At Devonport the launching of the *Monarch* is delayed for exactly the same reason. The *Glory*, the new flagship of the Channel Fleet, has taken over four months to build. Five years ago the *Majestic* and the *Magnificent*, larger ships, were built and ready for sea in twenty-one months. On the other hand, the Japanese have succeeded in getting from British yards both the *Shikishima* and the *Asahi*, which were launched nine months after the *Albatross* and a year after the *Gotthard*. The *Asahi* was launched after the *Formidable* and *Irresistible*, and on the same date as the *Implacable*; yet not one of these three English ships is likely to be ready for sea during the present year. A third Japanese ship, *Hatsuse*, launched months after our own ships, which are delayed, is now on her way to Chatham to be delivered. Why the Japanese should be able to obtain the delivery of first class battleships from British yards in less time than it takes to build vessels of similar dimensions for our own navy is a question which calls for immediate solution. One cause assigned for this promptitude in the execution of orders for foreign Governments, compared with contracts for the British Admiralty, is the treatment which private firms have, it is said, to submit to. Whatever the cause, it ought to be possible for our own Government to be placed at least on an equality with foreign Powers in the delivery of ships and material, and this should be one of the first matters to engage the attention of the new First Lord of the Admiralty and his colleagues. It may be that the contractors have a complete answer; if so, it should be made known without further delay, so that, if possible, remedial measures may be adopted forthwith to ensure orders being more promptly executed than has been the rule of late—*Naval and Military Record*.

## REVIEWS.

*China in Decay.* By ALEXIS KRAUSSE. London, George Bell & Sons. Third Edition. THE first edition of Mr. Krausse's *China in Decay* appeared in November, 1898. The preface to the present edition is dated August 1900. The book may be said therefore to have sold extremely well and, as the author claims, needs no apology for its publication. The present issue has been thoroughly overhauled and revised, and a considerable amount of matter has been added, including a record of events of this year down to the reported fall of the legations at Peking. It is a pity that this mendacious story has been allowed to be inserted in the book, but we must do Mr. Krausse the justice to remark that he does not dwell upon the report or allow it to vitiate his arguments. Nevertheless it would, we think, have been better had he waited until the truth or falsehood of the announcement of the massacre had been established.

Probably the book is familiar in its two former editions to a great number of our readers and we will therefore confine our attention to the new part, contained chiefly in the chapters on "The Revolt of the Chinese" and "The Future of China." With regard to the immediate future, Mr. Krausse holds that it is a foregone conclusion that China will not be allowed to go to pieces, if it can possibly be helped, and that all the countries interested would be embarrassed by such an occurrence. The alternative of the maintenance of a foreign force to preserve order he admits to be perilous. He continues—

"It is, however, to be feared that such a measure will prove absolutely necessary, and that beyond this, an advisory council of the representatives of the Powers will be requisite to ensure the carrying out of a reasonably progressive policy under the régime. There are two elements of danger in regard to British interests at the present moment. The first is that Lord Salisbury, realising that the political capital derived from the war in South Africa is rapidly being squandered by continuing on a bankrupt policy to regain the lost ground in China and thereby gratify the national conceit of the electorate; the other, that the Government may go to the other extreme, and take no steps to secure the vast interests which appertain to this country in the Far East."

It will be seen that the latter danger has proved the greater of the two. Mr. Krausse goes on later to say:

"It is time for England to make her mind up whether she intends maintaining what she has won by the ability, persistence, and self-sacrifice of her men in the past; or whether she elects to sacrifice her interest on the altar of inaction. We have of late been treated to many brave statements of the Government's intentions, without any action being taken to make these statements good. Convincing as these announcements sound, they have none of them been supported by more than talk. A continuation during the next few years of the important policy pursued by this country in regard to Chinese affairs during the last, must most inevitably result in the extinction of our influence and the loss of our trade in the Far East."

Our readers soon ignorant of them, or at least improving them with a sense of the peril in which the country stands? This attempt to impress, to enlighten, has been made for years by individuals or by corporate bodies who have British interests in China at heart. To a certain extent we shall see by the outcome of the present crisis whether any effect has been achieved. So far we have not done anything to boast of. Even the Anglo-German agreement, which looked like a strong step, seems gradually to be explained away. The reactionaries appear likely to escape from justice, a money indemnity is once more to be accepted as compensation for outrages, and the integrity of China clause in the agreement may not improbably be held to exclude Manchuria. Mr. Krausse in his concluding chapter thinks that Great Britain's predominance in China might once more be regained by insistence of the following measures:—Strict insistence of the observance of treaty obligations (with reference to waterways, ports, and the right of travel); a guarantee for the safety of foreigners in China, the local officials being held responsible; abolition of *lekin* dues in exchange for a 5 per cent. increase on the Customs; a tactful and able British Minister at Peking, with knowledge of China and the Chinese; a notice to China that we refuse to recognise any privileges accorded to one nation and not simultaneously to all others; policing of the waterways; and the stationing of ships and troops at the treaty ports. Such measures are only possible if public opinion forces the Government to adopt them. Is it sufficiently strong? We fear not as yet.

## THE CASTLE COMEDY. By AGNES AND ECKERT CASTLE. London, Macmillan and Co. Colonial Library.

UNDER joint authorship the writers have presented a very pleasing story of Bath in its olden days of prosperity, gallantry, and fashion. The tale is written in the period of a century ago "when gallantry in both senses and ready wit were their most precious claim, a fight was considered a full remedy to a slight, a sharp epigram to an injury; when love-making was a far supper art than some known to this more earnest century, and 'virtue' not modesty was woman's fair fame." "Life," says the authors, "ran like a dance then, with merry, tapping heels and light-hearted interchange of partner; those old world days were much younger than ours." It is one of the many comedies of those days the authors present, and few, after perusing the book, will put it down without acknowledging that it is a comedy well written and one worth reading. It is a distinct improvement on *Young April* by one of the two authors. The book is on sale at Messrs. Kelly and Walsh, Ltd.

## Black Heart and White Heart. By RIDER HAGGARD. London, Longmans, Green and Co. Colonial Edition.

In this well-known author has given us a series of stories all connected with his special field, namely, South Africa. The reader will breathe a sigh of relief that the book has no reference to the Boers, though it chiefly concerns their neighbours the Zulus. The tales are told in the author's graphic style, and not quite so imaginative as some of his more important productions, though "Elissa" is founded on the

apparent Phœnician ruins in Rhodesia. The *Wizard* is the best-told story and deals with the wonderful adventures of a clergyman, who leaves a comfortable living in England to proceed to a savage people, whose chief attraction to him is that they have either murdered or deported every Christian missionary who approached them. John Owen goes forth with the old apostolic faith, and strong in that alone, actually removes mountains, until the chief wizard removes him as a dangerous rival. John's propaganda and methods are somewhat at variance to some missionary ways in China, for example, and they are very much, we think, in the realm of fiction. It is a tale, however, worth reading, and is on sale at Kelly and Walsh, Limited.

## Malay Sketches. By SIR F. A. SWETENHAM. London, John Lane. Colonial Edition.

Messrs. Kelly and Walsh, Ltd., have sent us a copy of this very interesting book written by the present Governor of the Straits Settlements. It was produced when the author was a resident of Perak, and many of the sketches were published by the *Straits Times* under the title of *About Perak*. There is no need to dilate on the merit of the work before us, for we owe to the Governor of the Straits and the Governor of British North Borneo all that we know of the folk-lore, customs, manners, and deeds of the Malayan people. Some time ago we reviewed a copy of Mr. Clifford's book, and *Malay Sketches* makes an essential companion volume. The book is extremely interesting, and the characters and events are not exaggerated nor overdrawn. All who read it will appreciate this introduction to the real Malay.

## THE DANGERS OF UNCERTIFICATED NAVIGATORS.

With regard to the practice which is permitted of British vessels being allowed to proceed to sea with uncertificated officers, the following letter has been despatched to the Board of Trade by the Merchant Service Guild in continuance of their previous representations:—

Merchant Service Guild, 25th July, 1900.

The Assistant Secretary,

(Marine Dept.) Board of Trade.

Sir,—The Guild have received the Official Notice (M. 9125) to Officers and Skippers relative to the navigation of steam fishery vessels, the same having been prompted from reports of formal investigations recently held at Hall into the circumstances attending the losses of two steam trawlers.

This Society is keenly gratified to observe the remark of the Board of Trade, that the requirement of the Merchant Shipping Act, dealing with trawlers of 25 tons and upwards, clearly implies that the watch on board should always be in charge of a certificated person and, accordingly, the Board cautions owners and skippers as to the consequences which may arise through non-attention to this in the future. Under the same cover there also came to hand the Report (No. 9459) of the Court of Inquiry which investigated the *Emrys-Wynn* (s.s.) collision through which loss of life ensued. At the time of the collision the *Wynn Fall*, a steamer of 305 1/2 gross tons, was in charge of an uncertificated person—the boatswain—and little surprise need be felt at the decision of the Court that she was not navigated with proper and seamanlike care and that the casualty was brought about by his neglect.

A severe punishment would have been meted out to a certificated officer, but in this instance the responsible man is quite outside the pale of justice. I am directed by the Official Notice of the Board of Trade, who evidently endorse the same: "In view of the Court, boatswains of steam trawlers should, under all circumstances, be experienced men, and thoroughly conversant with the regulations for preventing collisions at sea, seeing that it is clear that not only the safety of their own vessels and the lives thereon should be protected, but also the safety of other vessels navigating the high seas. The custom and practice of having inexperienced boatswains in charge of steam trawlers is a matter which the Court considers is in the strongest possible way to be deprecated."

It therefore appears to the Guild to be most inconsistent that whilst it is requisite that such steam trawlers should be navigated with care and efficiency, large vessels in both the home and foreign trades are permitted to proceed to sea in charge of totally irresponsible persons without any certificates whatever, endangering not only their own lives and those immediately under them, but exposing other vessels in charge of properly qualified officers to perils which the general public are quite unaware of.

The Guild have previously represented this grave scandal to the Board, the last case being that of the *Rail*, where the Court found that the master was "not a competent man, and thoroughly ignorant of the duties he undertook to perform." Although this was "noted" by the Board at the time, further accidents have taken place, and no steps have as yet been taken in bringing about a reform. For the avoidance of grief, and perhaps terrible disasters in the future, it is earnestly trusted by the Guild, as representing over a thousand certificated British Captains and Officers, that the Board will now take measures to enforce British vessels being in charge of capable persons, both in knowledge, experience, and the possession of a certificate issued by the Department. I am, Sir, your obedient servant.

T. W. MOORE,

Assistant Secretary.

The Board of Trade in reply stated that in accord with their previous letter the matters referred to were under their consideration, but they were not prepared to initiate the legislation which would prevent the practice complained of. The Secretary of the Guild, Captain John G. Moore, thereupon inquired whether, in the event of legislation being initiated by that body, it would receive the support and approval of the Department of Trade. This elicited a further important communication from the Department, who state in regard to ensuring the navigation of British vessels by certificated officers that "the Board fully recognise the importance of the measures advocated by the Merchant Service Guild, but, having regard to the practical difficulties in the way, they are not in a position to give any general undertaking as to the attitude of the Department towards the proposals in question." They will, however, be happy to consider any proposals on the subject which the Guild may desire to submit.

The Guild have the whole matter well in hand, and, having gained the sympathetic ear of the Board, hope eventually to remove the scandal which they have agitated upon for so long.

## LATE TELEGRAMS.

NEWS VIA CRYLON.

## THE WAR IN SOUTH AFRICA.

London, 18th November.

Sixty-five of Lumsden's Horse have left Pretoria and are returning to India on urgent private affairs, paying their own passages. The British have re-occupied Klerksdrop unopposed.

London, 18th November.

Lord Roberts reports various successful minor encounters in the Transvaal. Over 400 Inniskilling Fusiliers, most of whom fought under General Buller, have been ordered to be in readiness to proceed to South Africa.

Strongly details of the Camerounians have also been ordered to be in readiness to proceed there. Lord Kitchener and staff have arrived at Pietermaritzburg and gone to Ladysmith.

London, 19th November.

The Boers are active in the Standerton district, and are attacking the foraging parties, railway stations, and stores. An armoured train has dispersed the Boers who were attempting to destroy the railway near Vryburg.

On the occasion of the departure to England of the Inspector of Remounts, the Commandant at Durban hoped he would represent to the War Office the necessity of replacing oxen by mules, and providing each cavalryman with an additional horse for his kit; and then the war would soon cease.

London, 20th November.

A letter in *The Times* says that India may well be proud of the fighting record of Lumsden's Horse, and that the smallness of casualties is, perhaps, due to the superior education of the troopers.

## GENERAL NEWS.

GERMAN WAR-VESSELS COLLIDE.

London, 18th November.

The German ironclad *Kaiser Wilhelm* and *Kaiser Friedrich* collided while entering Kiel harbour, both being slightly damaged.

THE INDIAN PENINSULAR RAILWAY.

London, 19th November.

Lord Monkswell, in a letter to *The Times*, says that the purchase of the Great Indian Peninsular Railway has greatly depreciated stock; and, if the precedent be followed, absolute chaos will be the result.

REMODELLING OF THE ARMY.

London, 19th November.

Lord Wolseley has issued instructions for systematic lectures in all ranks of the Army during the winter, and that special attention be given to field work.

London, 20th November.

It is stated that Government, in addition to the cost of the war, has decided to devote ten to twelve millions to additional stores and new guns similar to the German, though throwing heavier shells.

GERMAN POLITICS—SPEECH BY THE NEW CHANCELLOR.

London, 20th November.

Chancellor von Billow, in his speech in the Reichstag, incidentally remarked that "Germany has no ambition to play the part of Europe on earth." The Chancellor never follows Bismarck. He dwelt with satisfaction on the Anglo-German Agreement, and also on the friendship of Russia as evinced by the Tsar's approval of Count von Waldersee's appointment.

GERMAN GUNBOATS FOR RIVER SERVICE.

London, 20th November.

The Kaiser has agreed that the surplus funds of the German Naval Club shall be devoted to the reconstruction of river gunboats for service in the East.

THE TSAR'S ILLNESS.

London, 21st November.

The Russian Ministers are each directing their own departments, but important decisions are being deferred while the Tsar is ill.

VICTORIAN ORDER TO AN INDIAN CIVILIAN.

London, 21st November.

Mr. Edward Ross, Indian Civilian, has been awarded the Victorian Order. Mr. Ross is Commissioner for the North-West Provinces and Oudh. He first arrived in India in November, 1898.

## THE DANGERS THREATENING TRADE IN CHINA.

Under this heading "Merchant" writes to the November issue of the *British Trade Journal* as follows:

The aspect of affairs in China is by no means reassuring of the speedy pacification of the country or the peaceful resumption of business there. While the Powers profess to believe in the "Open Door" theory, the actions of some of them indicate too plainly the influence of ulterior motives. The recent purchase by Germany of an entire merchant fleet of steamers, her large and comparatively unnecessary fleet of warships in Eastern waters, the feverish haste with which she is building more warships and acquiring coaling stations, and the public utterances of the German Emperor, all point to a desire for domination in the Far East. In those parts—a desire, in fact, to carve out a Colonial empire in the East where German ideas shall flourish and German manufactures be absorbed to the exclusion of all others.

This sort of expansion would be excusable, and even commendable, if applied to some unknown, undeveloped portion of the globe's surface; but the attempt to prosecute it in an old civilised country, in which other nations are deeply interested, can hardly be tolerated by them. Amongst the nations interested in China, Great Britain has by far the greatest need for jealousy—watching the signs of any such questionable attempts. The ceaseless endeavours of Germany in every part of the world to take our trade would be accentuated if she were to gain the upper hand in China. The "Door" would be closed to British manufactures, at all events in the territory which she might appropriate. Experience has shown us that territorial dominion carries with it commercial predominance. Foreign powers occupying territory abroad may ostensibly leave the ports free to the rest of the world; but the bulk of the trade will inevitably gravitate to those who control them. And this seems bound to happen in China, unless our Government promptly takes the necessary steps to keep the market neutral and offers a firm opposition to the piratical seizure of Chinese territory.

When this peril has been happily averted, and the "Open Door" secured, there will still remain for British merchants, manufacturers, and workmen to face, other dangers almost as serious, such as the results arising from American longer working hours, and lower wages, the pricing of trade-marks, the adaptability of the Germans, and their persistent competition in every line of business. They evidently mean to supplant us in China if they can.

A COMMERCIAL CHISTERING. The well known Liebig Company's Extract now bears, in addition to the blue signature J. V. LIEBIG, a new name made from the Liebig's Extract of Meat Co.'s initials—LEMCO. Such a simple device to prevent mistakes we wonder was not thought of before.

## HONGKONG VOLUNTEER CORPS.

Sixteen members competed for the Gilles Cup on the Association Range on the 2nd inst. The following were the best scores:

	200	400	600	800	1000	Total
Sergeant Graham	30	31	29	10	10	110
Gunner Baldwin	33	27	23	1	84	
Sergeant Stewart	26	32	25	so.	83	
Private Sibbitt	24	23	17	16	80	
Gunner Chummet	17	29	14	19	79	
Gunner Lapsley	25	25	23	so.	73	
Sapper Mughashan	21	21	11	19	72	
Gunner Duncan	25	19	19	7	70	

## EXPORT CARGOS.

Per steamer *Tantalus* sailed on the 23rd Nov. For Liverpool—3,300 bales hemp, 200 bales masts, 192 bales canes, 40 bales rope, 6 cases cotton goods, 6 cases blackwoodware, 1 case China-ware, 1 case curios.

Per P. & O. steamer *Canton*, sailed on the 1st December. For London—2,810 bales hemp from Manila, 528 half chests tea from Amoy, 602 boxes tea from Macao, 6,070 boxes tea, 124 bales canes, 583



**BANKS**

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DEUTSCH-ASIATISCHE BANK.  
PAID-UP CAPITAL.....\$5,000,000  
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Tientsin	Tsingtau (Kiautschau)	

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H. SCHOTTLAENDER,  
Acting Manager  
Hongkong, 8th February 1900.

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On fixed deposits for 12 months 5% per annum.

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AMERICA'S FAMOUS  LIGHT BEER

NEW GOODS.

PLENTY  
IN

Hongkong

Hongkong. 27th April, 1900. [2423]

WAKAMATSU.

Also at  
NEWCHWANG, POET ARTHUR and TALIERWAN,  
in CHINA.

Kobe, 21st November, 1900. B3031

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



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SPORT AND ANECDOTE.

## BY AN OLD POEY.

**AN EXEMPLARY PUNISHMENT AT FOOTBALL.**  
The power of the referee at football under all  
codes must be supreme, and it is moreover the  
manifest duty of all good sportsmen, all chival-  
rous players, and all self-respecting and im-  
partial journalists, to uphold the power of that  
official. A curious incident occurred in relation  
to this matter at Bury on Saturday, when the  
First League team of this East Lancashire  
town encountered Sunderland. The game was  
controlled by Mr. Kingscott, of Derby, and  
he had occasion to rule McLatchie offside  
several times. This player seemed to resent  
this interference with his movements, and in  
the second half he was again pulled up short  
when he was within half a dozen yards of the  
goal-line, but near the corner flag. Thereupon  
McLatchie back-heeled the ball over the goal-line,  
and it rested up against the boards enclosing  
the playing area. John Darroch, the oppos-  
ing full back, did not see why he should be the  
servant of McLatchie, and fetched and carry through  
his petulance. He drew the referee's attention  
to the matter, and Mr. Kingscott ordered Mc-  
Latchie to bring the ball back for the free-kick.  
The player sheepishly did as he was told, but  
then commenced, it is alleged, to be impertinent  
to the referee—not for the first time during the  
match—and that official ordered him off the  
field. Under Law 12, Mr. Kingscott was quite  
within his rights, as the rule says: "In the  
event of any ungentlemanly behaviour on the  
part of any of the players, the offender or offenders  
shall be cautioned, and if the offence is  
repeated, or in case of violent conduct without  
any previous caution, the referee shall have  
power to order the offending player or players  
off the field. . . . The power of the referee  
extends to offences committed when the play  
has been temporarily suspended, and when the  
ball is out of play."

## THE TRIAL OF A REFEREE.

This is, of course, a misfortune for Mc-  
Latchie, who must be reported to the Football  
Association and punished. He is a clever Ay-  
shire laddie who has been playing for Sunderland  
for more than three years—so that he knows his  
duties. It is really intolerable that experienced  
men should insult the referee, should delay the  
game, and should give trouble to opponents by  
fits of temper in this manner. There has been a  
great deal too much of this "showing-off" by  
well-paid professionals, and it is quite time they  
were taught to behave with decorum. Imagine,  
if possible, a professional cricketer, given out  
before wicket, picking up the ball and  
throwing it to the boundary in his mortification.  
Such an outburst of pique, which is exactly on all  
four with McLatchie's common offence, would  
be the ruin of the player. If we cannot control  
that player in private life we can at least see  
that he is well behaved inside the arena. Mr.  
Kingscott nearly ordered another Wearsider off  
the grass for insolence. The Sunderland team  
were so annoyed that they began to try to  
knock their opponents about. But Mr. King-  
scott promptly called both teams together and  
most politely told them that in this instance the  
referee was a Ho Who Must Be Obeyed, or he  
would send half a dozen men to the dressing-  
rooms. The warning had its effect—although  
the beautiful football of the first half was  
never seen in the second portion, and a draw,  
without goals, was the best possible termination  
to the struggle. Mr. Kingscott, who occupies  
an important position on the Midland Railway,  
is not, as may be gathered, a lay figure as a  
referee. Some years ago a member of the  
Glasgow Rangers insulted him, and was  
ordered to apologise. The impudent footballer  
addressed the envelope "Mr. Kingscott, pro-  
fessional football referee, Derby." The letter  
opened read—"I am desired to apologise; I  
heretofore do so." This was adding injury to  
insult, and the letter was sent to the English  
Association, who referred the communication to  
the Scottish Association. The latter ought to  
have suspended the player and ordered a proper  
apology. But the Scottish Association re-  
quested the referee to apologise for reporting  
the matter to the English Association instead of  
to them! Such are the trials and troubles of a  
referee—an official who deserves all the help  
that everybody can give him.

## A WONDERFUL WIN FOR BOLTON

## WANDERERS.

The present Association football campaign  
has been fruitful of surprise—but what are we  
to say to the victory of Bolton Wanderers over  
Sheffield United at Bramall Lane? Time was  
when the Wanderers could thrash the United  
by 13 goals to none in an English Cup tie, but  
those days are past. The United have risen in  
the world, and the Bolton team have experienced  
ups and downs. At present the Lancashire  
organisation are on the up-grade, and they have  
in the month of October beaten Aston Villa,  
the champions, and Sheffield United, the ex-  
champions. Last Saturday's success is very  
extraordinary, for in League matches the Bol-  
ton Wanderers have only scored on two previous  
occasions at Bramall Lane, namely, on September  
23, 1893, when they were defeated by 4-2, and  
on March 11, 1899, when they lost by 3-1.  
The Wanderers have on their own ground  
routed the United in four League matches, but  
Saturday's victory makes a "glorious" record.  
At the same time the United had much the best  
of the play. Still, what is the use of that if En-  
cliffe in goal is invincible, as he was.

**THE HEALTH OF A NATION ITS CAPITAL.**  
A very remarkable and exceedingly interesting  
article appeared in the October number of *The  
Nineteenth Century* from the quill pen of  
Dr. H. H. Almond, the well-known headmaster  
of the famous Loretto School, near Edinburgh.  
"The Bread of Man," it is titled, might be taken  
as applying to physiological matters, whereas  
this valuable contribution to a varied question  
concerns the rearing, the mental equipment, and  
the physical education of the species. Dr. Hely

Hutchinson Almond is thoroughly opposed to  
the "cramming" craze. Boys and men are  
expected nowadays to assimilate so much so-  
called "learning"—just as a sausage-making  
machine grinds up and reduces to pulp the  
meat crammed into its mouth. Dr. Almond  
has no sympathy with the competitive ex-  
amination system—the whole article being di-  
rected against the cramming and the examina-  
tion methods for the selection of officers for  
our army. This powerful appeal for the train-  
ing of the physique, not without due regard to  
the brain-power of the fighting man, has, how-  
ever, a much wider application. We should all  
try to be vigorous animals, for the health of a  
nation is its capital. We all want a better  
insight into the laws of life, the foods and  
drinks we should take, the clothes we should  
wear, and the exercise we should insist upon.

**RATIONAL CLOTHES AND FRESH AIR.**  
Dr. Almond is a staunch advocate for what  
he calls "rationally dressed men." He abhors  
tight-fitting clothing. He believes in bare  
throats and free play for the lungs. The boys  
of Loretto School can be identified anywhere  
as they are all dressed in a jersey of scarlet  
colour and in knickerbockers. They have, like  
the London Bluecoat boys, no hat or cap, and  
go about as if they were playing football the  
day over. Free play for all the organs of the  
body and fresh air combined with plenty of  
exercise gives as the fine youths and the strapping  
men we see turned out from Loretto. And  
from my own observations I think Dr. Almond  
is pursuing a wise policy. I know a doctor who  
has a delicate little boy. Living in a pure air  
by the seaside the curly-haired child runs about  
week in week out without a hat, without shoes  
or stockings, and in a sailor costume which  
gives free play to the chest. The boy is gain-  
ing strength daily, and his talented father is  
enthusiastic as to what I might term the fresh  
air cure for all ailing folk who can get about.  
Delicacy, unless overpoweringly hereditary is,  
largely preventable.

## FOOTBALL AS A MORAL AGENT.

I cannot enter at length into Dr. Almond's  
article, but there are two points which I wish to  
emphasise. He says: "I do not think that  
cricket does nearly as much as football to cul-  
tivate those qualities of brain and character  
which are most wanted in a soldier. Football  
stands from this point of view in the first rank  
of sports, Alpine climbing, hunting, and deer-  
stalking being the other three." But we want  
active, self-reliant, sharp, strong, long-suffering  
men in every walk of life. Football is good for  
all of us who are young and healthy. At all  
schools, whether for the poor or the rich, some  
code of football should be systematically played.  
It was in *The Nineteenth Century* of Decem-  
ber, 1893, that Dr. Almond wrote forcibly on  
football as a moral agent. Let me recall his  
memorable words on that occasion. He said:  
"Surely, whatever tends to quicken the circula-  
tion, to raise the spirits, and to purify the  
blood is, *ipso facto*, a moral agent. This is so  
at all ages, but it is more especially the case  
during the age of boyhood. It is an incalcu-  
lable blessing to this country that such a sport  
is so enthusiastically beloved by almost all that  
part of our boyhood whom nature has endowed  
with strong passions and overflowing energies.  
Its mere existence and the practical lessons  
which it preaches are worth all the books that  
have been written on youthful purity."

The boy . . . will eagerly listen to instruction  
about the physiological facts of his own being  
when he finds out that they have a practical  
bearing on his own immediate success. Why  
he should not indulge in the vicious practice of  
grubbing at all times, which lays up a store of  
far more future ill-health than even juvenile  
smoking, or in the unwholesome habits, so rife  
among schoolboys, of bolting their food, or  
avoiding what are, perhaps, the only available  
vegetables; why he should never let even the  
roughest day in winter pass without facing the  
wind and rain; till he is in a glow of joyous  
health; why he should not cramp his breathing  
organs, or distort his feet, if he wishes to have  
good wind and to avoid sprain—these and  
numerous other lessons of a similar kind are, I  
can bear witness, eagerly imbibed by a school  
which is keen on football." I am not at one  
with Dr. Almond as to the influence of cricket,  
but I shall never tire of aiding and abetting  
him in the advocacy of football for boys and  
young men. The indoor life of schools breeds  
discontent, pessimism, and all that is unhealthy  
morally and physically. The outdoor life brings  
optimism, social parity, and physical develop-  
ment.

**PHYSICAL TRAINING IN NATIONAL SCHOOLS.**  
But if this applies to the well-born, the well-  
bred, and the moneyed classes, it is true in a  
threefold degree of those less fortunately placed  
in the world. We want more attention paid to  
the culture of physique in our national elemen-  
tary schools—and less to the presumed "paradise  
of pen and ink." Dr. Almond in his last article  
remarks: "I have never read a more interest-  
ing paper than an account by Mr. George  
Sharples in Special Reports, Vol. II, issued by  
the Education Department, 1898, of the efforts  
made by masters of public elementary schools,  
in many of the large English towns, to pro-  
mote healthy habits among their scholars  
by means of football and other games. As  
might be expected, the result has been a vast

**Bracing!  
Refreshing!  
Invigorating!**  
ADD A LITTLE  
**Cond's Fluid**  
TO YOUR BATH  
THE STRENGTHENING EFFECT IN NAVAL  
COND'S FLUID, of London, England  
ALL SUBSTITUTES ARE INFERIOR.  
Beware of Boyles "COND'S FLUID."

improvement in health, language, morality, and  
even in school work, among the players." This  
I can corroborate, and I am a staunch  
advocate for football, cricket, and swimming.  
Being taught at all elementary schools. Mr.  
George Sharples speaks from experience, for  
he was formerly captain of the Bolton  
Wanderers' Football Club, while at the  
present time he is the headmaster of a very  
large school under the Manchester Board, is a  
very energetic member of the executive of the  
National Union of Teachers, and vice-president  
of the Manchester, Salford, and District Schools  
Athletic Association. There is a football shield  
for competition among the teams from the  
scholars of the Board Schools of Manchester,  
and annually this produces a capital struggle,  
the boys being well-trained, not only physically,  
but even in the finer points of the game. More-  
over, the Manchester boys have played Notting-  
ham, Sheffield, and London teams of a similar  
calibre, from which it will be seen that the good  
work is not confined to the city of Manchester.  
Moreover, in many large centres the teachers  
and the swimming clubs are instructing boys in  
the art of natation. A silver challenge shield  
was presented to the Amateur Swimming As-  
sociation by the Northern Counties branch of  
that body, to perpetuate the memory of Mr.  
G. H. Barker, of Liverpool, and this is annual-  
ly put up for competition as a Schoolboy Team  
Championship emblem. Manchester, Leeds,  
Nottingham, Leicester, Liverpool, Walsall,  
Grimsby, and London have since 1896 furnished  
competing teams for this trophy, and the  
winners have hailed from the Seamen's  
Orphanage, Liverpool, Arnot-st. School, Liver-  
pool, Ardwick Green School, Manchester, and  
Abbot-st. Board School, Manchester, while I  
may add that the People's College, Nottingham,  
has deserved well by their persistent efforts.  
This is a move in the right direction, and I  
should like to see more towns and more schools  
represented in the competition. Every year at  
Belle Vue Gardens, Manchester, the Board  
Schools have an athletic festival for both boys  
and girls, the programme embracing foot and  
cycle racing, tags of war, team races, and every-  
thing that the children enjoy. For the gather-  
ing last year there were 1,433 entries. The  
mammoth programme was run through with  
machine-like precision. The enthusiasm of the  
youngsters and the goodness of all the races  
was refreshing to anyone rendered "blasé" by  
the swindling and gambling which disgrace so  
many of our modern athletic festivals. The  
interest of parents and friends was only equalled  
by the brightness of the children as a whole and  
the happiness of the winners—the lucky  
minority. I never saw a greater tribute to the  
healthy influence of pure sport—and indeed I  
know of nothing in the world to give us the  
best breed of men and women to compare with  
systematic exercise in some invigorating and  
cleanly pastime. When can be done in Man-  
chester and Salford is possible elsewhere. Let  
the teachers of our youth put their shoulders to  
the wheel and be backed by the Education  
Department. They will find the children rare  
helpmates and the best of sportsmen.

**RESOLUTIONS A.**  
1.—That the Capital of the Company be in-  
creased by the creation and issue of 60,000  
New Ordinary Shares of \$10 each, with the  
sum of \$8 paid up on each, and that the  
Directors be empowered and authorised to  
accept surrenders of the present 60,000  
Ordinary Shares of the Company of \$8 each  
on which the sum of \$8 has been paid up,  
and that one New Share of \$10, with the  
sum of \$8 paid up thereon, be given in  
lieu of and in exchange for each old share  
of \$8 fully paid up, and that thereupon the  
said old shares be cancelled.  
2.—That of the remaining \$2 payable in re-  
spect of each of the New Shares, the sum of  
\$1 be paid on the surrender of the old  
share, and that the residue be (if necessary)  
called up and paid at such times and in such  
instalments as the Board may determine.

**RESOLUTIONS B.**  
1.—That the Capital of the Company be in-  
creased by the creation and issue of 60,000  
New Ordinary Shares of \$12 each, with the  
sum of \$8 paid up on each, and that the  
Directors be empowered and authorised to  
accept surrenders of the present 60,000  
Ordinary Shares of the Company of \$8 each  
on which the sum of \$8 has been paid up,  
and that one New Share of \$12 with the  
sum of \$8 paid up thereon be given in  
lieu of and in exchange for each old share  
of \$8 fully paid up, and that thereupon the  
said old shares be cancelled.  
2.—That of the remaining \$4 payable in re-  
spect of each of the New Shares the sum of  
\$1 be paid on the surrender of the old  
Share and that the residue to (if necessary)  
called up and paid at such times and in such  
instalments as the Board may deter-  
mine.

Should either of the above Resolutions be passed  
by the requisite majority they will be sub-  
mitted for confirmation as Special Resolutions  
to a Second Extraordinary General Meeting  
which will be subsequently convened.  
By Order of the Board of Directors.  
W. H. GASKELL,  
Secretary.

Hongkong, 24th November, 1900. [2975]

**A. S. WATSON & CO., LIMITED.**  
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the above Company will be held at the Com-  
pany's Office, Queen's Road Central, Victoria,  
Hongkong, on THURSDAY, the 20th day  
of December, 1900, at Twelve o'clock Noon,  
when the business of the Resolution, which was  
passed at an Extraordinary General Meeting  
of the Company held on the 4th December,  
1900, will be submitted for confirmation as a  
Special Resolution.

**RESOLUTION —**  
That the Regulations approved by this meet-  
ing and for the purposes of identification sub-  
scribed by the General Managers be and the  
same are hereby approved. And that such Re-  
gulations be and they are hereby adopted as  
the Regulations of the Company to the exclu-  
sion of all existing Regulations thereof.  
By Order.  
A. H. MANCCELL,  
Secretary.

Hongkong, 5th December, 1900. [3070]

**THE "STAR" FERRY COMPANY,  
LIMITED.**

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING  
of the "Star" Ferry Company, Limited, will  
be held at the Company's Office on the 28th  
December, 1900, at 12.15 P.M.  
1.—To consider and if thought fit approve  
the draft New Regulations which will be  
submitted to the Meeting and in the  
event of their approval thereof with or  
without modifications or alterations.  
2.—To consider and if thought fit to pass a  
Resolution to the effect "that the New  
Regulations already approved by this  
Meeting and for the purpose of identi-  
fication subscribed by the Chairman  
thereof be and the same are hereby  
approved and that such Regulations be  
and the same are hereby adopted as the  
Regulations of the Company to the exclu-  
sion of all the existing Regr-  
"Gone henceforth."  
A copy of the proposed New Regulations  
may be seen at the Company's Office.  
Should the above Resolution be passed by the  
required majority it will be submitted for  
confirmation as a Special Resolution to a  
Second Extraordinary Meeting which will be  
subsequently convened.  
By Order of the Board.  
EDWARD OSBORNE,  
Secretary.

Hongkong, 5th December, 1900. [2071]

**NOTICE.**

I HAVE This Day REMOVED my Office  
to 1st floor, No. 6, QUEEN'S ROAD.  
FRED. HORNEMANN.  
Hongkong, 1st December, 1900. [3092]

## PUBLIC COMPANIES

THE HONGKONG ELECTRIC COM-  
PANY, LIMITED.

**SHAREHOLDERS,** who have not yet  
PAID the Call of \$3 per Share on the  
New Issue of Shares, due on 1st instant, are  
hereby reminded that same should be paid  
forthwith and Scrip sent in to the Company's  
Office for endorsement, and notice is hereby  
given that, in accordance with the provisions  
of the Company's Articles of Association, in-  
terest at the rate of 15 per cent. per Annum  
from 1st inst. till date of payment will be  
charged on all such calls outstanding after this  
date.

## By Order.

GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 15th November, 1900. [2893]

TEBRAU PLANTING COMPANY,  
LIMITED.

IN accordance with Article No. VIII. Para-  
graph 3 of the Articles of Association of  
the Company, Interest at the rate of \$10 per  
cent. per Annum is being charged on all Un-  
paid Calls.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	SOBRON	Brit. str.	1	L. M. Wither, R.N.	F. & O. S. N. Co.	On 8th inst. at Noon.
LONDON	ANTENOR	Brit. str.	1	Jackson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON	SOCOTRA	Brit. str.	1	T. H. Hido, R.N.	F. & O. S. N. Co.	On or about 13th inst.
LONDON	ACHILLES	Brit. str.	1	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LIVERPOOL	ACHILLES	Brit. str.	1	Brown	BUTTERFIELD & SWIRE	On 25th inst.
LIVERPOOL	ULYSSES	Brit. str.	1	Tillettson	BUTTERFIELD & SWIRE	On 14th inst.
BREMEN, via PORTS OF CALL	KONIG ALBERT	Ger. str.	1	O. Cuppers	MELCHERS & CO.	On 12th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	INABA MARU	Jap. str.	1	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	SHINANO MARU	Jap. str.	1	G. E. P. Cook	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
HAVRE, BREMEN, HAMBURG & HAMBURG	ARAGONIA	Ger. str.	1	A. Wagner	CARLOWITZ & CO.	On or about 8th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	1	Forst	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	1	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	HOLSTIA	Ger. str.	1	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK via PORTS AND SUEZ CANAL	HUDSON	Brit. str.	1	Bakke	CARLOWITZ & CO.	On or about 20th Jan.
NEW YORK via SUEZ CANAL	GLENARTNEY	Brit. str.	1	E. G. Warner	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK via SUEZ CANAL	DEVONSHIRE	Brit. str.	1	Hansen	McGREGOR BROS. & CO.	On 12th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. ship	1	W. Frakes	SHAW, TOMES & CO.	On or about 20th inst.
VICTORIA, B.C., & TACOMA via FOCHOW, &c.	GLENOGLE	Brit. str.	1	H. Frakes, R.N.	CARLOWITZ & CO.	On or about 28th inst.
PORTLAND, OREGON, &c., via JAPAN, &c.	ADATO	Brit. str.	1	J. McIntyre	CANADIAN PACIFIC R. CO.	On 19th inst.
SAN FRANCISCO via AMOY, &c.	GABRIEL	Jap. str.	1	W. Frakes	DODWELL & CO., LIMITED	On 15th inst.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	1	J. McIntyre	ARNOLD, KAMBERG & CO.	On or about 30th inst.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Amr. str.	1	Williams	O. & O. S. S. Co.	On 11th inst. at Noon.
SAN DIEGO, &c., via MOJI, &c.	CARLEISLE CITY	Brit. str.	1	St. John George	TOYO KISEN KAISHA	On 18th inst. at Noon.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	1	Williams	PACIFIC MAIL S. S. Co.	On 27th inst. at Noon.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	1	St. John George	BUTTERFIELD & SWIRE	On 10th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	1	Krebs	GIBB, LIVINGSTON & CO.	On 14th inst. at Daylight.
Kobe & YOKOHAMA	MUNICHEN	Ger. str.	1	Young	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
Kobe & YOKOHAMA	WAKASA MARU	Jap. str.	1	Anderson	MELCHERS & CO.	On or about 6th inst.
Kobe & YOKOHAMA	ONSAK	Brit. str.	1	J. Macmillan	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
Kobe & YOKOHAMA	KANAGAWA MARU	Jap. str.	1	Young	JARDINE, MATHESON & CO.	On 11th inst.
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	1	Anderson	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	EREN HEINRICH	Ger. str.	1	A. E. Mosses	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI	WOOSUNG	Brit. str.	1	R. Heintze	MELCHERS & CO.	To-day, at 4 P.M.
FOCHOW via SWATOW & AMOY	AKASHI MARU	Jap. str.	1	Dowson	BUTTERFIELD & SWIRE	On 8th inst.
SWATOW, AMOY & FOCHOW	THALES	Brit. str.	1	S. Barcham	P. & O. S. N. Co.	On or about 9th inst.
SWATOW, AMOY & TAINSHI	MAIDZURU MARU	Jap. str.	1	K. Suzuki	MITSUI BUSSAN KAISHA	On 19th inst.
SWATOW, AMOY & TAINSHI	ANPISO MARU	Jap. str.	1	Rehman	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
MANILA	PAX	Ger. str.	1	T. Ogata	MITSUI BUSSAN KAISHA	On 8th inst. at Daylight.
MANILA	LOONGSANG	Brit. str.	1	S. Atsumi	MELCHERS & CO.	To-day, at 10 A.M.
MANILA via AMOY	ESMERALDA	Brit. str.	1	Weigall	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	CHINGTU	Brit. str.	1	Blakland	SHAW, TOMES & CO.	On 10th inst. at 4 P.M.
MANILA DIRECT	DIAMANTE	Brit. str.	1	Williams	BUTTERFIELD & SWIRE	On 13th inst. at 5 P.M.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	1	A. Ramsey	SHAW, TOMES & CO.	On 12th inst. at Noon.
SINGAPORE, COLOMBO & BOMBAY	MARIA TERESA	Ital. str.	1	S. Yoshizawa	NIPPON YUSEN KAISHA	On 8th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	BORIDA	Ital. str.	1	T. Rassevich	SANDER, WIELER & CO.	On 11th inst. at Noon.
SANDAKAN	MAUSANG	Brit. str.	1	Sartorio	CARLOWITZ & CO.	On 8th inst. at Noon.
				R. Cox	JARDINE, MATHESON & CO.	

## SHIPPING.

**ARRIVALS.**  
Dec. 4, HALLAN, French str., 377, Merles.  
Pakhoi 3rd Dec. General—A. R. Manry.  
Dec. 5, PYRRIUS, British str., 2,281, R. A. Tillotson, Shanghai 2nd Dec. General—BUTTERFIELD & SWIRE.  
Dec. 5, PRINZ HEINRICH, German str., 3,902, R. Heintze, Bremen 23rd Oct. and Singapore 29th Nov., Mails and General—MELCHERS & CO.  
Dec. 5, ITAURA, British transport, 3,362, H. G. Criff, R.N.R., Shanghai 30th Nov.  
Dec. 5, PAKSHAN, British str., 1,235, J. Jenkins, Bangkok 27th Nov., General—BRADLEY & CO.  
Dec. 5, MAIDZURU MARU, Japanese str., 667, Ogata, Tamsui, Amoy and Swatow 4th Dec. General—M. B. KAISHA.  
Dec. 5, JACOB DIEZEL, German str., 623, A. Eike, Haiphong 2nd Dec. and Hoihow 3rd Dec.—JENSEN & CO.  
Dec. 5, BRIGADA, Amr. str., 490, D. Gonzalo Vilasco, Bongo 27th Nov. and Jolo 28th Dec.—ORDR.  
**CLEARANCES.**  
At THE HARBOR MASTER'S OFFICE, 5th DECEMBER.  
Michael Jensen, German str., for Haiphong.  
Telarion, German str., for Amoy.  
Archie Maru, Japanese str., for Moji.  
Loonyong, German str., for Shanghai.  
Wongkai, German str., for Swatow.  
Peria, British str., for Manila.  
Talsang, British str., for Shanghai.  
Haiching, British str., for Haiphong.  
Braemar, British str., for Fochow.  
Machew, German str., for Bangkok.  
Eise, German str., for Shanghai.  
Wittenberg, German str., for Yokohama.  
**DEPARTURES.**  
Dec. 4, WOOSUNG, British str., for Canton.  
Dec. 5, DESCARTES, French str., for Fochow.  
Dec. 5, GERMANIA, Ger. str., for Vladivostok.  
Dec. 5, TIGER, Norw. str., for Kutchinotzu.  
Dec. 5, PROGRESS, German str., for Tournon.  
Dec. 5, BRAEMAR, British str., for Tacoma.  
Dec. 5, EVA, German str., for Portland (Or).  
Dec. 5, WITTENBERG, Ger. str., for Yokohama.  
Dec. 5, AKASHI MARU, Jap. str., for Swatow.  
Dec. 5, HONGKONG, French str., for Haiphong.  
Dec. 5, HAICHING, British str., for Haiphong.  
Dec. 5, EISE, German str., for Shanghai.  
Dec. 5, PERIA, British str., for Manila.  
Dec. 5, MACHW, German str., for Bangkok.  
Dec. 5, WARDHA, British str., for Bombay.  
Dec. 5, GRANT, Amr. str., for New York.

**VESSELS IN DOCK.**  
ABERDEEN DOCKS.—Tartar, Clara, Gefion, H.M.S. Otter, Empress of Japan, Lungkang, Zaire, Mausang, Solent.  
COSMOPOLITAN DOCK.—Tacoma.  
**SHIPPING REPORTS.**  
The British steamer *Pakhoi*, from Bangkok 27th Nov., had fresh N.E. monsoon and heavy sea.  
The British steamer *Pyrrhus*, from Shanghai 2nd Dec., had fine weather with strong monsoon throughout and moderate sea.  
The British transport *Itaura*, from Shanghai 30th Nov., experienced strong N.E. monsoon and heavy sea; otherwise fine.  
**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:  
STATE OF MAINE, American ship, Colcord—Standard Oil Co.

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY, AND TAINSHI.  
THE Company's Steamship  
"MAIDZURU MARU"  
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 9th Dec. at DAYLIGHT.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 3rd November, 1900. [15]

## VESSELS ON THE BERTH

THE PHILIPPINE TRADING CO., LIMITED.  
FOR MANILA.  
Calling at Cebu and Iloilo if sufficient inducement offers.  
THE Company's Steamship  
"PAX"  
Captain Damstor, will be despatched as above TO-DAY, the 6th inst., at 10 A.M.  
For Freight apply to MELCHERS & CO., Agents.  
Hongkong, 1st December, 1900. [3036]

IMPERIAL GERMAN MAIL LINE.  
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship  
"PRINZ HEINRICH"  
of the NORDDEUTSCHER LLOYD.  
Captain R. Heintze, will leave for the above places TO-DAY (THURSDAY), the 6th inst., at 4 P.M.  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO., Agents.  
Hongkong, 6th December, 1900. [8]

NORDDEUTSCHER LLOYD.  
FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.  
Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FISCHHAUFEN, HERBERT-HOF, TOWNSVILLE, BRISBANE and SYDNEY.  
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.  
THE Company's Steamship  
"MUNICHEN"  
Captain Krebs, will leave for the above ports on or about 6th December.  
For Freight or Passage, apply to MELCHERS & CO., Agents.  
Hongkong, 23rd November, 1900. [2906]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship  
"THALES"  
Captain Robson, will be despatched for the above ports TO-MORROW, the 7th inst., at DAYLIGHT.  
For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, 5th December, 1900. [3068]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
THE Company's Steamship  
"LOONGSANG"  
Captain Weigall, will be despatched as above TO-MORROW, the 7th inst., at 4 P.M.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 3rd December, 1900. [3748]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SINGAPORE, COLOMBO, AND BOMBAY.  
(In close connection with the Company's accelerated line to TAINSHI.)  
THE Company's Steamship  
"MARIA TERESA"  
Captain T. Rassevich, will be despatched as above on SATURDAY, the 8th inst., at DAYLIGHT.  
For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.  
Hongkong, 5th December, 1900. [6]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.  
FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
GLENOGLE	3,750	W. Frakes	December 15
QUEEN ADELAIDE	2,832	F. McNair	December 20
DUKE OF YIFE	3,821	J. S. Cox	December 27

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG TO LONDON, £52.  
Excellent accommodation. First class Table. Doctors and STEWARDNESS carried.  
Passengers to EUROPE succeeded by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG TO VICTORIA AND TACOMA, £35.  
The best route to the KONTAKKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYNA and ST. MICHAEL.  
Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.  
Hongkong, 4th December, 1900. [10]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	{ SOBRON	{ Noon, 8th Dec.	{ See Special Advertisement.
	{ L. M. Wither, R.N.	{ Dec.	
SHANGHAI	{ BENGAL	{ About 9th Dec.	{ Freight or Passage.
	{ S. Barcham, R.N.	{ Dec.	
LONDON	{ SOCOTRA	{ About 13th Dec.	{ Freight only.
	{ T. H. Hido, R.N.	{ Dec.	

PASSENGER SEASON, 1901.  
S.S. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON Direct  
S.S. SOBRON ... 7,382 tons ... April 27th ... Without Transshipment.  
For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.  
Hongkong, 30th November, 1900. [1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD  
(FREIGHT SERVICE) (FREIGHT SERVICE)  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.  
STEAMERS DESTINATIONS SAILING DATES  
AMBRIA { HAVRE, BREMEN, HAMBURG AND } About 8th } Freight.  
Capt. A. Wagner { HAMBURG } December  
(London with transshipment in Hamburg)  
ARAGONIA { HAVRE & HAMBURG } About 20th } Freight.  
Capt. Forst { HAMBURG } December  
(London with transshipment in Hamburg)  
WITTENBERG { HAVRE & HAMBURG } About 30th } Freight.  
Capt. Hempel { HAMBURG } December  
(London with transshipment in Hamburg)  
SAMBIA { HAVRE & HAMBURG } About 8th } Freight.  
Capt. Schmidt { HAMBURG } Jan. 1901.  
(London with transshipment in Hamburg)  
HOLSTIA { HAVRE & HAMBURG } About 20th } Freight.  
Capt. Bakke { HAMBURG } Jan. 1901.  
(London with transshipment in Hamburg)  
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents.  
HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 24th December, 1900. [13]

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	ANTENOR	Jackson	15th December, 1900.
LONDON	CALCHAS	Bartlett	25th December, 1900.
LONDON	ACHILLES	Brown	8th January, 1901.
LIVERPOOL	PYRRIUS	Tillotson	7th December, 1900.
LIVERPOOL	ULYSSES	Edmondson	14th December, 1900.

For Freight, apply to BUTTERFIELD & SWIRE, Agents O. S. S. Co.  
Hongkong, 1st December, 1900. [3028]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES  
KONIG ALBERT ... WEDNESDAY ... 12th December.  
PRINZ HEINRICH ... WEDNESDAY ... 26th December.  
PREUSSSEN ... WEDNESDAY ... 9th January, 1901.  
HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 23rd January, 1901.  
SACHSEN ... WEDNESDAY ... 20th February, 1901.  
KLAUSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 6th March, 1901.  
BAYERN ... WEDNESDAY ... 20th March, 1901.  
STUTTGART ... WEDNESDAY ... 3rd April, 1901.  
KONIG ALBERT ... WEDNESDAY ... 17th April, 1901.  
PRINZ HEINRICH ... WEDNESDAY ... 1st May, 1901.  
PREUSSSEN ... WEDNESDAY ... 15th May, 1901.

ON WEDNESDAY, the 12th day of December, 1900, at Noon, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Capt. O. Cuppers, with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 10th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 11th December, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to MELCHERS & CO., AGENTS.  
Hongkong, 29th November, 1900. [8]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 19 knots.  
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).  
"EMPEROR OF JAPAN" ... Comdr. H. Fykes, R.N.R. ... WEDNESDAY, 14th Dec., 1900.  
"EMPEROR OF CHINA" ... Comdr. E. Arnold, R.N.R. ... WEDNESDAY, 14th Jan., 1901.  
"EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 14th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage from HONGKONG to VANCOUVER in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 5, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services; and to European Officials in the Service of China and Japan Governments. The attractive features of this Company's route embrace ITS PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Outfits are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.  
Hongkong, 22nd November, 1900. [9]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS DESTINATIONS SAILING DATES  
WAKASA MARU { KOBE AND YOKOHAMA } FRIDAY, 7th Dec., at DAYLIGHT.  
HIROSHIMA MARU { BOMBAY, via SINGAPORE and COLOMBO } WEDNESDAY, 12th Dec., at Noon.  
INABA MARU { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 14th Dec., at DAYLIGHT.  
KANAGAWA MARU { KOBE AND YOKOHAMA } FRIDAY, 21st Dec., at DAYLIGHT.  
YAWATA MARU { NAGASAKI, KOBE AND YOKOHAMA } FRIDAY, 21st Dec., at Noon.  
SHINANO MARU { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 28th Dec., at DAYLIGHT.  
ROSETTA MARU { SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE } FRIDAY, 28th Dec., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. NITARA, Manager.  
Hongkong, 3rd December, 1900. [12]



## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

**THE Company's Steamship**

"MAUSANG,"  
Captain R. Cox, will be despatched as above on SATURDAY, the 8th inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd December, 1900. [3050]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Company's Steamship**

"SOBRON,"  
Captain L. M. Wilmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 8th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages should be marked.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.

Hongkong, 26th November, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

**THE Company's Steamship**

"ONSANG,"  
Captain Young, will be despatched as above on SATURDAY, the 8th inst., at 3 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd December, 1900. [3049]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

**THE Company's Steamship**

"WOOSUNG,"  
Captain Dowson, will be despatched as above on SATURDAY, the 8th inst., at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 4th December, 1900. [3065]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

**THE Company's Steamship**

"CHINGTU,"  
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

**THE Company's Steamship**

"CHINGTU,"  
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd November, 1900. [2954]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBÉ AND YOKOHAMA.

**THE Company's Steamship**

"TSINAN,"  
Captain Andersen, will be despatched as above on TUESDAY, the 11th inst., at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 3rd December, 1900. [3044]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

**THE Company's Steamship**

"GLENARTNEY,"  
Captain E. G. Werner, will be despatched for the above port on WEDNESDAY, the 12th December.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW,  
Agents.

Hongkong, 21st November, 1900. [2940]

SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

**THE Steamship**

"DEVONSHIRE,"  
will be despatched for the above port on or about the 20th December, 1900.  
For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 9th November, 1900. [295]

## VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHEFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" On 10th Dec. 3,002 Tons.

S.S. "BERGENHUS" On 25th Dec.

**THE Steamship "CARLEISLE CITY"** will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, China and Japan: [14]

Hongkong, 6th December, 1900.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBINATO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

**THE Steamship**

"BORMIDA,"

Captain Sartorio, will be despatched as above on TUESDAY, the 11th inst., at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 3rd December, 1900. [7]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

**THE Company's Steamship**

"ANPING MARU,"

Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th November, 1900. [1443]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

**THE Steamship**

"AIRLIE,"

Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 21st November, 1900. [2948]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

**THE full-powered Steamship**

"VERONA,"

Captain Hansen, will be despatched for the above port on or about 28th December.

For Freight apply to

CARLOWITZ &amp; CO., Agents.

Hongkong, 8th November, 1900. [2953]

FOR NEW YORK.

**THE 3/3 L. II British Bark**

"R. MORROW,"

Shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; CO., Agents.

Hongkong, 19th November 1900. [2883]

NATAL LINE OF STEAMERS.

**THE Undersigned GENERAL AGENTS**

in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service, hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.

CORINTH (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

**THE Company's Steamship "GABRIEL"** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th November, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th November, 1900. [5]

## VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Feb. 14, 1901, at Noon.

**THE Company's Steamship "CHINA"** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th December, 1900. [3]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILINGS FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

**THE Steamship**

"ADATO,"

2,145, Captain J. McIntyre, will be despatched for or about 8th Dec, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &amp;c., apply to

ARNHOLD, KARBURG &amp; CO., Agents.

Hongkong, 24th November, 1900. [2965]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

**THE Steamship**

"HUDSON,"

will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JEREN" about the middle of January, 1901.

For Freight, apply to

DODWELL &amp; CO., LD., Agents.

Hongkong, 3rd December, 1900. [3045]

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER.

From Hongkong to Wuchowfu.

Showing the Ports and Calling Places.

Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897. [84]

## NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

**THE N.G.L. Steamship**

"WITTENBERG,"  
Captain Hempel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before 3 p.m. TO-DAY, the 1st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN &amp; CO., Agents.

Hongkong 1st December, 1900. [3035]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

**THE**

above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 2nd December, 1900. [10]

STEAMSHIP "OCEANIAN."



